

Capsule Summary

Inventory No. WA-HAG-238

CVRR Stone Overpass

Key St.

Washington County, MD

Ca. 1880; 1861-1865

Access: Private

The primary site remaining from The Cumberland Valley Railroad (CVRR) in Hagerstown is an overpass at the northwest edge of City Park off Key St. The overpass carried the CVRR above the Western Maryland Railway's track connecting to the B&O Railroad. This circa 1880 structure was built with rustic-faced cut stones laid in regular coursing. A secondary structure, a cut-stone culvert, allows water to drain under the railroad bed.

The Cumberland Valley Railroad (CVRR), completed from Chambersburg to Hagerstown in 1859, provided the city's first commercial railroad link. The CVRR Stone Overpass displays a late-19th century building form, cut stone, which prevailed until the development of reinforced concrete, as used in the construction of the 1917 Cumberland Valley Railroad Overpass (WA-HAG-200) over Mitchell Ave. nearby. The railroad line accommodated commerce, recreation and industry in the region. It was also used to transport troops and material during the Civil War.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WA-HAG-238

1. Name of Property (indicate preferred name)

historic CVRR Stone Overpass

other

2. Location

street and number Key St. not for publication

city, town Hagerstown vicinity

county Washington

3. Owner of Property (gives names and mailing addresses of all owners)

name CSX Transportation Inc.

street and number 500 Water St. telephone

city, town Jacksonville state FL zip code 32202-4422

4. Location of Legal Description

courthouse, registry of deeds, etc. Washington Co. Courthouse liber folio

city, town Hagerstown tax map 309 tax parcel 2229 tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☒ Other: Not previously recorded.

6. Classification

Category	Ownership	Current Function		Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				Number of Contributing Resources previously listed in the Inventory
				0

7. Description

Inventory No. WA-HAG-238

Condition

<input type="checkbox"/>	excellent	<input type="checkbox"/>	deteriorated
<input checked="" type="checkbox"/>	good	<input type="checkbox"/>	ruins
<input type="checkbox"/>	fair	<input type="checkbox"/>	altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Description Summary:

The primary site remaining from The Cumberland Valley Railroad (CVRR) in Hagerstown is an overpass at the northwest edge of City Park off Key St. The overpass carried the CVRR above the Western Maryland Railway's track connecting to the B&O Railroad. This circa 1880 structure was built with rustic-faced cut stones laid in regular coursing. A secondary structure, a cut-stone culvert, allows water to drain under the railroad bed.

Description:

The Key St. overpass allowed the CVRR to pass over the Western Maryland Railway's (WMR) track connecting to the B&O line. This circa 1880 structure was built with stones trimmed with a rock-faced surface but carefully cut and laid in regular courses. As the CVRR ran north-south, this opening underneath accommodated the WMR track traveling east-west. At the northeast portal a stone culvert allowed water to drain under the embankment.

Two other structures remain from the CVRR in Hagerstown. The Cumberland Valley Railroad Overpass (WA-HAG-200) carries the railroad bed over Mitchell Avenue. The reinforced concrete structure is imprinted with the date 1917 at its apex. The walls are scored horizontally into broad sections. A pedestrian walkway runs along the south side. Motorists approaching the one-lane roadway honk their horns to warn traffic on the other side of the blind curve. The overpass has thereby earned the colloquial appellation of the "honking bridge".

The Cumberland Valley Railroad Freight House (WA-HAG-197) runs along the east side of Walnut St. at its intersection with W. Church St. In 1957 when a new raised railroad bed with overpasses was built to the west, the old track was rebuilt as Walnut St. The brick Freight House comprises a three-bay two-story office building to the north followed by a long, low one-story storage shed. A brick parking area adjoins the east side of the circa 1885 building.

8. Significance

Inventory No. WA-HAG-238

Period	Areas of Significance	Check and justify below
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement
		<input checked="" type="checkbox"/> military
		<input type="checkbox"/> health/medicine
		<input checked="" type="checkbox"/> industry
		<input type="checkbox"/> invention
		<input type="checkbox"/> landscape architecture
		<input type="checkbox"/> law
		<input type="checkbox"/> literature
		<input type="checkbox"/> maritime history
		<input checked="" type="checkbox"/> performing arts
		<input type="checkbox"/> philosophy
		<input type="checkbox"/> politics/government
		<input type="checkbox"/> religion
		<input type="checkbox"/> science
		<input type="checkbox"/> social history
		<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> other: _____
Specific dates	c.1880; 1861-1865	Architect/Builder unknown
Construction dates	Ca. 1880	
Evaluation for:		
<input type="checkbox"/> National Register	<input type="checkbox"/> Maryland Register	<input checked="" type="checkbox"/> not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Significance Summary:

The Cumberland Valley Railroad (CVRR), completed from Chambersburg to Hagerstown in 1859, provided the city's first commercial railroad link. The CVRR Stone Overpass displays a late-19th century building form, cut stone, which prevailed until the development of reinforced concrete, as used in the construction of the 1917 Cumberland Valley Railroad Overpass (WA-HAG-200) over Mitchell Ave. nearby. The railroad line accommodated commerce, recreation and industry in the region. It was also used to transport troops and material during the Civil War.

Significance:

The original line of the Cumberland Valley Railroad was completed from Carlisle to Chambersburg, PA, in 1837. An extension was created in 1859 to replace the poorly functioning Franklin Railroad from Chambersburg, PA to Hagerstown, MD.¹ The section passing through Hagerstown is the part discussed here, in particular the CVRR's circa 1880 overpass allowing the Western Maryland Railway to pass below on its way to connect with the B&O Railroad.²

"After nearly 20 years of intermittent service which left Hagerstown without reliable rail transportation, financier Jay Cooke in November of 1858 proposed financing and rebuilding the Franklin Railroad so that it could operate under contract to the Cumberland Valley Railroad which ran from Harrisburg to Chambersburg. In 1865 the Franklin Railroad merged with the Cumberland Valley Railroad with careful legal maneuvering to assure that the Franklin's legal franchises in Maryland would be preserved. The Cumberland Valley's main shops were located in Chambersburg. In 1871 the railroad built a passenger depot in Hagerstown, the city's first.

Until the CVRR linked with the B&O at Martinsburg, West Virginia in 1873, it terminated at the lower Cumberland Valley and served that area exclusively. From 1860 to 1873, its freight was mostly grain and flour followed by livestock and iron products being shipped to

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Harrisburg and Philadelphia and importing to the Valley mostly anthracite coal from northeastern Pennsylvania and some lumber and dry goods. In addition to its role in commerce, the CVRR was also active during the Civil War transporting troops and supplies down the Cumberland Valley.

Just five years after the Washington County Branch of the B&O was completed, the Western Maryland Railway came into Hagerstown directly from Baltimore, eliminating the importance of the B&O as a route to Baltimore. Then a year later in 1873, the CVRR completed its own link to the B&O at Martinsburg.

The Cumberland Valley Railroad did not sit idly by and allow the Western Maryland to become a giant. In 1880, the Shenandoah Valley Railroad was completed to Hagerstown from Waynesboro, Virginia. At Hagerstown it connected with the Cumberland Valley Railroad. With this linkage a major through route was formed between the South and the Atlantic seaboard. The ability to reach north, east, and south easily by rail spurred the establishment of Hagerstown as a manufacturing center and its industry and population grew quickly. By 1900 its population was almost exactly double what it was in 1880."³

The CVRR Stone Overpass was built during the heyday of railroad construction. It stands as a rare survivor of the stone construction from the 1880's.

Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catoctin Center for Regional Studies, 2002-2003.

9. Major Bibliographical References

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Maryland Historical Trust. Washington County Historic Sites Survey

Reed, Paula S. Railroad Heritage Context Report. City of Hagerstown, MD, June, 1992.

Scharf, J. Thomas. History of Western Maryland. Baltimore: Regional Publishing Co., 1968.

Westhaeffer, Paul J. History of the Cumberland Valley Railroad: 1835-1919. Ephrata, PA: Washington D.C. Chapter, National Railway Historical Society, Science Press, 1979.

10. Geographical Data

Acreage of surveyed property Less than one

Acreage of historical setting N/A

Quadrangle name Hagerstown

Quadrangle scale 1:24,000

Verbal boundary description and justification

The boundary for the CVRR Stone Overpass is the land which the structure occupies, including the entire overpass structure and the berm supporting the overpass. The boundary does not extend beyond the stone overpass structure. The railroad that the overpass carries is still active, and there is also still occasional rail traffic on the line bridged by the overpass. If the boundary extended beyond the overpass structure itself, there would be no logical nearby ending point since the railroad is a continuous linear structure.

11. Form Prepared by

name/title Merry Stinson, Architectural Historian

organization Paula S. Reed & Associates, Inc.

date April, 2003

street & number 105 N. Potomac Street

telephone 301-739-2070

city or town Hagerstown

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Continuation Sheet

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¹ Paul J. Westhaeffer, History of the Cumberland Valley Railroad, 1835-1919, (Ephrata, PA: Science Press, 1975) p. 61.

² Paula S. Reed, Railroad Heritage Context Report, (City of Hagerstown, June, 1992) p. 44.

³ Ibid, p. 11-16.

WESTERN MARYLAND RAILWAY
(YARDS)

P. 2228

WATER

WATER

RAILROAD

P/O P. 2229
2 of 2

PENNSYLVANIA

BALTIMORE & OHIO RAILROAD
KEY
STREET

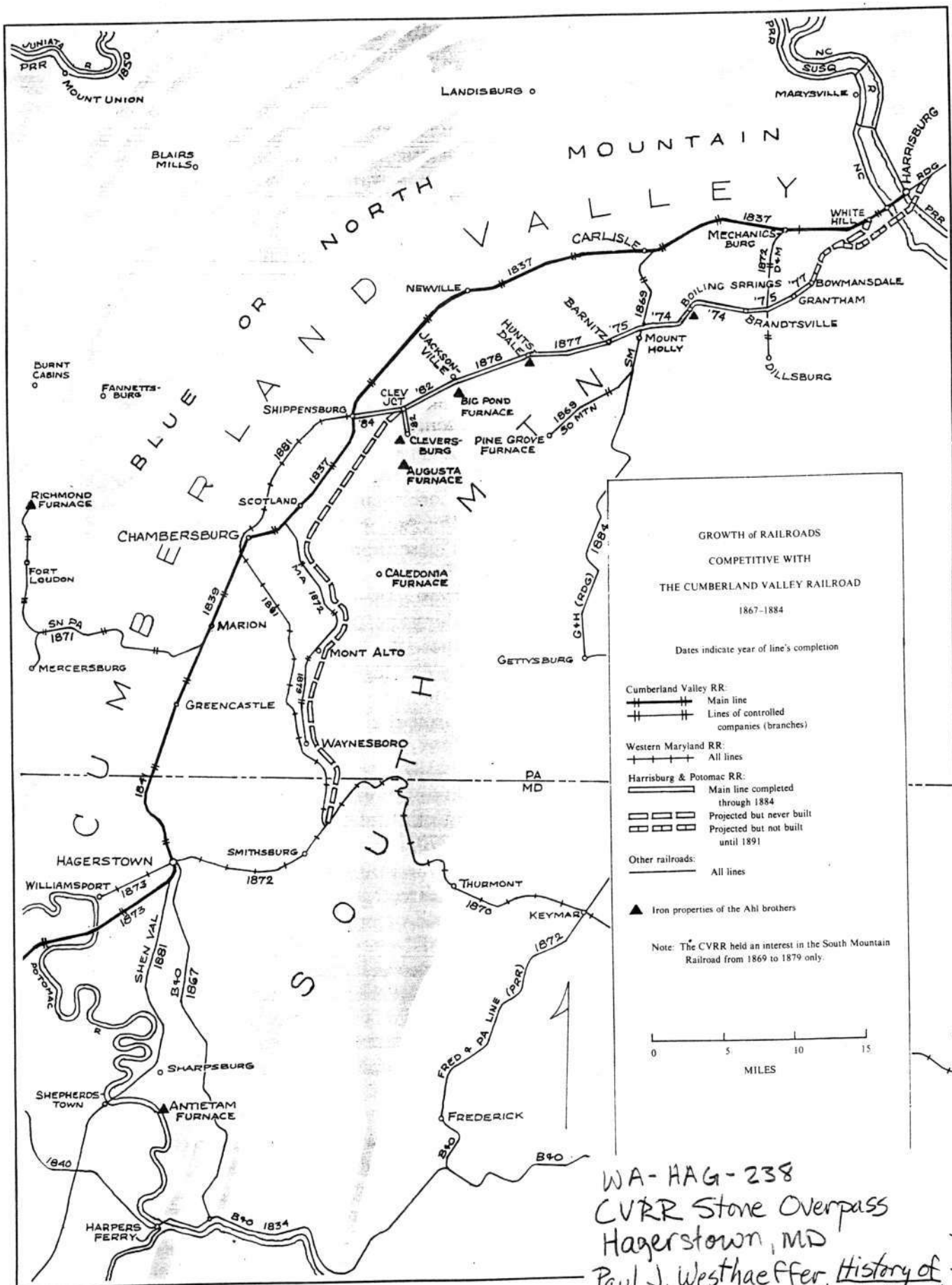
STREET

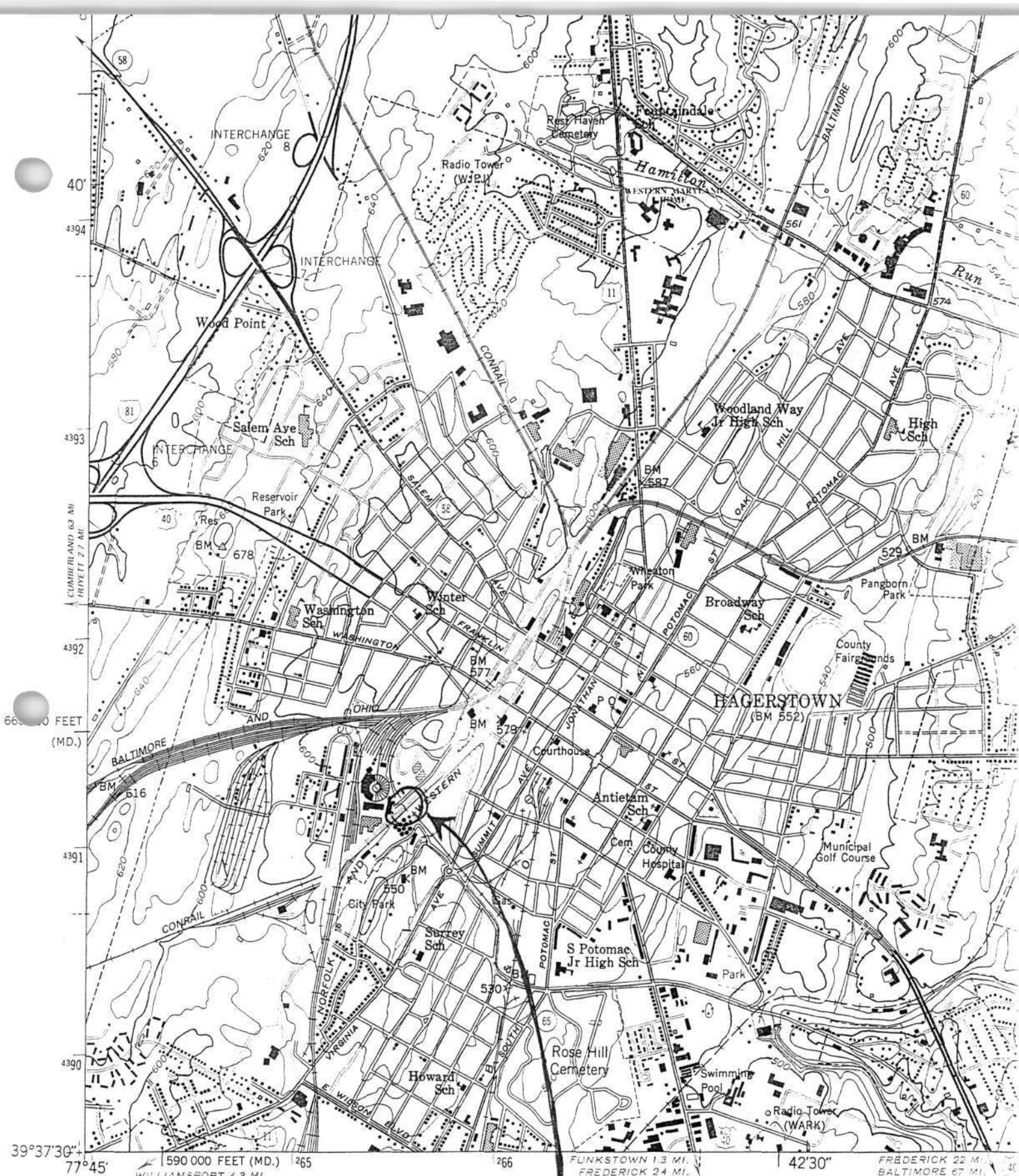
WALNUT

SOUTH

N

WA-HAG-238
CVR R Stme Overpass
WA.CO Tax Map 309p. 2229
Hagerstown, MD

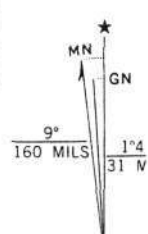




Mapped by the Corps of Engineers, U. S. Army
 Edited and published by the Geological Survey
 Control by USGS, NOS/NOAA, and USCE

Topography by photogrammetric methods from aerial photographs
 taken 1943. Culture revised by the Geological Survey 1953

Polyconic projection. 10,000-foot grid ticks based on Maryland
 coordinate system and Pennsylvania coordinate system, south zone
 1000-meter Universal Transverse Mercator grid ticks,
 zone 18, shown in blue
 1927 North American Datum



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 CVRR Stone Overpass
 Hagerstown, MD
 Hagerstown Quad



WA-HAG-238
CVRR Stone Overpass
WA Co. MD
Merry Stinson 3/03
MD SHPO
E elev.

1/4



WA-HAG-238

CVRR Stone Overpass

WA Co MD

3/03

MD SHPO Merry Stinson

WA-HAG-200 CVRR Overpass

W. elev.

2/4



THRIFT STORE

CHEVROLET

WA-HAG-238

CVRR Stone Overpass

WA & MD

Merry Stinson

3/03

MD SHPO

WA-HAG-197 CVRR Freight House

E elev.

3/4



WA-HAG-238
CVRR Stone Overpass
WA CO MD 3/03
MDSHPO
Merry Stinson
WA-HAG-197 CVRR
Freight House
w elevation

4/4